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|  | | NTSB ID: MIA02LA119A | | Aircraft Registration Number: N786DM | |
| | | Occurrence Date: 06/20/2002 | | Most Critical Injury: None | |
| | | Occurrence Type: Accident | | Investigated By: NTSB | |
| Location/Time | | | | | |
| Nearest City/Place Isla De Vieques | | State PR | Zip Code 00765 | Local Time 1620 | Time Zone EST |
| Airport Proximity: Off Airport/Airstrip | | Distance From Landing Facility: 0.25 | | Direction From Airport: 270 | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer Cessna | | Model/Series 208B | | Type of Aircraft Airplane | |
| Sightseeing Flight: No | | | Air Medical Transport Flight: No | | |
| Narrative | | | | | |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 20, 2002, about 1620 eastern standard time, a Cessna 208B, N786DM, registered to and operated by Isla Nena Air Service Inc., had a midair collision with a Britten-Norman BN-2B-26, N663VL, registered to and operated by Vieques Air Link Inc., while on final approach to runway 9, at the Antonio Rivera Rodriguez Airport (VQS), Isla De Vieques, Puerto Rico. Visual meteorological conditions prevailed at the time and company VFR flight plans were filed for the 14 CFR Part 135 on-demand air taxi flights. Both airplanes were substantially damaged. The commercial-rated pilots from both airplanes reported no injuries. Nine passengers on board N786DM, and five passengers onboard N663VL, reported no injuries. Both airplanes landed without further damage. The Cessna had departed from Culebra, Puerto Rico, at 1610. The Britten-Norman had departed from Fajardo, Puerto Rico, at 1600.</p> <p>According to both pilots, they had reported their positions on the UNICOM frequency, and announced their intentions. The Cessna pilot said that he entered traffic on the downwind at 1,000 feet, on a 45 degree angle, and turned base to final. He said he made radio calls announcing his intentions on UNICOM, 12 miles northeast of the airport, and at 9 miles northeast of the airport. He heard "no reply," entered downwind at 1,000 feet, then turned base leg to final. After turning final he said he "still heard no reply," on the radio, and at about 500 feet he "felt a bump." He then called out on the radio, "what [the] hell is going on," and initiated a go around. According to the pilot of N786DM it was after the collision when "the other aircraft established communication. He called out short final. I looked down and saw the other aircraft. He replied talking to the helicopter." The pilot of N786DM said he called go-around to land runway 9, upwind to crosswind leg, and then the helicopter reported to him that his "wingtip was missing." He had one of his passengers verify that the landing gear were all right and landed on runway 9 without further incident.</p> <p>The Britten-Norman (N663VL) pilot said he turned left from base leg to final approach, but did not mention anything about a downwind leg. He said he contacted VQS UNICOM on 123.00 about 9 miles northwest of the airport. According to the pilot of N663VL "nobody on the frequency responded except for [a] helicopter transitioning to Vieques." The helicopter pilot told him that he was at 500 feet heading to a resort landing site next to VQS airport. The pilot of N663VL told the helicopter pilot he had him in site, and reported his altitude as 1,000 feet. The pilot of N663VL said he was "3 miles northwest" when he transmitted his intentions again, and said that at that time "nobody answered at the UNICOM, and...I entered on left base." He did a third radio call and "nobody responded." He then turned onto final leg, he transmitted again, no one answered, and a "few" seconds after that a voice at the UNICOM in Spanish said "...traffic on final," and he replied "Vieques 663 final for runway 9 Vieques." Within 5 to 10 second the pilot of N663VL said he "felt the impact on my left wing...[and he] saw a Cessna Caravan (N786DM) on my left side." He said he "lost" control of the aircraft for a few seconds, regained control and landed without further incident. Both airplanes touched wing tips; the Cessna's damage was to the right wing and the Britten-Norman's damage was to the left wing.</p> | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |

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|  National Transportation Safety Board FACTUAL REPORT AVIATION | NTSB ID: MIA02LA119A | |
| | Occurrence Date: 06/20/2002 | |
| | Occurrence Type: Accident | |
| Narrative (Continued) | | |
| <p>The reported weather at San Juan (SJU), Puerto Rico, 34 miles northwest of the crash site, at 1656 was; 2,700 feet, visibility 10 sm, winds 070 at 14 knots with gusts to 19 knots, temperature 84 degrees F, dew point 73 degrees F, and the altimeter was 30.01 inches Hg.</p> | | |
| FACTUAL REPORT - AVIATION | | Page 1a |

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|---|--|--|--|------------------------------------|-----------------------|--------------------|
|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA02LA119A | | | | |
| | | Occurrence Date: 06/20/2002 | | | | |
| | | Occurrence Type: Accident | | | | |
| Landing Facility/Approach Information | | | | | | |
| Airport Name ANTONIO RIVERA RODRIQUEZ | | Airport ID: VQS | Airport Elevation 46 Ft. MSL | Runway Used 090 | Runway Length 3400 | Runway Width 75 |
| Runway Surface Type: Asphalt | | | | | | |
| Runway Surface Condition: Dry | | | | | | |
| Type Instrument Approach: NONE | | | | | | |
| VFR Approach/Landing: Full Stop | | | | | | |
| Aircraft Information | | | | | | |
| Aircraft Manufacturer Cessna | | Model/Series 208B | | Serial Number 208B-0922 | | |
| Airworthiness Certificate(s): Normal | | | | | | |
| Landing Gear Type: Tricycle | | | | | | |
| Homebuilt Aircraft? No | | Number of Seats: 10 | Certified Max Gross Wt. 8785 LBS | Number of Engines: 1 | | |
| Engine Type: Turbo Prop | | Engine Manufacturer: Pratt & Whitney Canada | Model/Series: PT6A | Rated Power: 675 HP | | |
| - Aircraft Inspection Information | | | | | | |
| Type of Last Inspection AAIP | | Date of Last Inspection 06/01/2002 | Time Since Last Inspection 53.5 Hours | Airframe Total Time 550.1 Hours | | |
| - Emergency Locator Transmitter (ELT) Information | | | | | | |
| ELT Installed? Yes | | ELT Operated? No | ELT Aided in Locating Accident Site? No | | | |
| Owner/Operator Information | | | | | | |
| Registered Aircraft Owner ISLA NENA AIR SERVICE INC | | Street Address HC 71 Box 1040 | | | | |
| | | City Naranjito | State PR | Zip Code 00719 | | |
| Operator of Aircraft Same as Reg'd Aircraft Owner | | Street Address Same as Reg'd Aircraft Owner | | | | |
| | | City | State | Zip Code | | |
| Operator Does Business As: | | | Operator Designator Code: IN9A | | | |
| - Type of U.S. Certificate(s) Held: | | | | | | |
| Air Carrier Operating Certificate(s): On-demand Air Taxi | | | | | | |
| Operating Certificate: | | | Operator Certificate: | | | |
| Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter | | | | | | |
| Type of Flight Operation Conducted: | | | | | | |
| <div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div> | | | | | | |

|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA02LA119A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--|------------------------|--|---------------|-------------------------------------|---------|---------------------|------------------------|-----------------------|-------|-------------------------------------|--|------------|--------|------------------|------------|------|--|-----|--|----|--|----|--|--|--|-----------------------|------|--|-----|--|--|--|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|--|--------------|-----|--|-----|--|--|--|--|--|--|--|--------------|----|--|----|--|--|--|--|--|--|--|---------------|---|--|---|--|--|--|--|--|--|--|
| | | Occurrence Date: 06/20/2002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Occurrence Type: Accident | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First Pilot Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name | | City | | State | Date of Birth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| On File | | On File | | On File | On File | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Age | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sex: M | Seat Occupied: Left | Principal Profession: Civilian Pilot | | Certificate Number: On File | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificate(s): Commercial | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airplane Rating(s): Multi-engine Land; Single-engine Land | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rotorcraft/Glider/LTA: None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instrument Rating(s): Airplane | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor Rating(s): None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type Rating/Endorsement for Accident/Incident Aircraft? No | | | | Current Biennial Flight Review? 01/03/2002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Medical Cert.: Class 1 | | Medical Cert. Status: Valid Medical--w/ waivers/lim. | | Date of Last Medical Exam: 03/09/2002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>3158</td> <td></td> <td>454</td> <td></td> <td>14</td> <td></td> <td>12</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>2336</td> <td></td> <td>454</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>233</td> <td></td> <td>233</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>61</td> <td></td> <td>61</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>6</td> <td></td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument Actual Simulated | | Rotorcraft | Glider | Lighter Than Air | Total Time | 3158 | | 454 | | 14 | | 12 | | | | Pilot In Command(PIC) | 2336 | | 454 | | | | | | | | Instructor | | | | | | | | | | | Last 90 Days | 233 | | 233 | | | | | | | | Last 30 Days | 61 | | 61 | | | | | | | | Last 24 Hours | 6 | | 6 | | | | | | | |
| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument Actual Simulated | | Rotorcraft | Glider | Lighter Than Air | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Time | 3158 | | 454 | | 14 | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pilot In Command(PIC) | 2336 | | 454 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 90 Days | 233 | | 233 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 30 Days | 61 | | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 24 Hours | 6 | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seatbelt Used? Yes | | Shoulder Harness Used? Yes | | Toxicology Performed? No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Second Pilot? No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Plan/Itinerary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Flight Plan Filed: Company VFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Departure Point | | State | Airport Identifier | Departure Time | Time Zone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Culebra | | PR | TJCP | 1610 | EDT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Destination | | State | Airport Identifier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Same as Accident/Incident Location | | | VQS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Clearance: VFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Airspace: Class E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Source of Briefing: No record of briefing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Method of Briefing: Unknown | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div>FACTUAL REPORT - AVIATION</div> <div>Page 3</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |


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|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA02LA119A | |
| | | Occurrence Date: 06/20/2002 | |
| | | Occurrence Type: Accident | |

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|----------------------------------|---------------------|--|---------------|---------------------------------|------------------------------|
| Weather Information | | | | | |
| WOF ID | Observation Time | Time Zone | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| KSJU | 1656 | EDT | 46 Ft. MSL | 34 NM | 310 Deg. Mag. |
| Sky/Lowest Cloud Condition: Few | | | 2700 Ft. AGL | Condition of Light: Day | |
| Lowest Ceiling: None | | | Ft. AGL | Visibility: 10 SM | Altimeter: 30.01 "Hg |
| Temperature: 29 °C | Dew Point: 23 °C | Wind Direction: 70 | | Density Altitude: 1635 Ft. | |
| Wind Speed: 14 | Gusts: 19 | Weather Conditions at Accident Site: Visual Conditions | | | |
| Visibility (RVR): Ft. | Visibility (RVV) SM | Intensity of Precipitation: | | | |
| Restrictions to Visibility: None | | | | | |
| Type of Precipitation: None | | | | | |

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|-----------------------------|-------|----------------|-------|--------------------|-------|
| Accident Information | | | | | |
| Aircraft Damage: | | Aircraft Fire: | | Aircraft Explosion | |
| Classification: | | | | | |
| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
| First Pilot | | | | 1 | 1 |
| Second Pilot | | | | | |
| Student Pilot | | | | | |
| Flight Instructor | | | | | |
| Check Pilot | | | | | |
| Flight Engineer | | | | | |
| Cabin Attendants | | | | | |
| Other Crew | | | | | |
| Passengers | | | | 9 | 9 |
| - TOTAL ABOARD - | | | | 10 | 10 |
| Other Ground | | | | | |
| - GRAND TOTAL - | | | | 10 | 10 |

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| FACTUAL REPORT - AVIATION | Page 4 |
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|  <p>National Transportation Safety Board</p> <p>FACTUAL REPORT</p> <p>AVIATION</p> | NTSB ID: MIA02LA119A | |
| | Occurrence Date: 06/20/2002 | |
| | Occurrence Type: Accident | |
| Administrative Information | | |
| Investigator-In-Charge (IIC) Alan J. Yurman | | |
| Additional Persons Participating in This Accident/Incident Investigation: Carlos Agueda Aviation Safety Inspector FAA San Juan FSDO San Juan, PR 00937 | | |
| <p>FACTUAL REPORT - AVIATION</p> <p>Page 5</p> | | |